

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number: 810026 CH-829

Address: 9430 Lindsbrooke Place, Charles County - in the vicinity of La Plata

Owner: Shannon, Steven D

Tax Parcel Number: 326 Tax Map Number: 44

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no yes Name: _____ Date: _____

Eligibility recommended Eligibility **not** recommended X

Criteria A B C D Considerations: A B C D E F G X None

Is property located within a historic district?: X no yes Name of District: _____

Is district listed?: X no yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

9430 Lindsbrooke Place is a one-and-one-half-story, four-bay wide house with a one-story hyphen and a one-and-one-half-story wing. The main section of the wood frame dwelling has a side gable roof that is pierced by three, front gable roof dormers. The central door, surrounded by sidelights, is flanked to either side by two, 1/1 double-hung, sash windows. On the east elevation of this section, the brick exterior chimney rises in front of a small hyphen. The hyphen has a side gable roof. Connected to the main section of the house by the hyphen, the wing is two-bays wide with a front gable roof. The house sits on a brick foundation.

Towards the end of the first quarter of the 20th century, road improvements and developments contributed to the suburbanization of La Plata. In particular, the Robert Crain Highway attracted new development to older communities along its corridor. The Robert Crain Highway was completed in 1927 and it provided the most direct way to Baltimore and points north of Charles County. Crain Highway brought commercial development on La Plata's west side and contributed to Charles County seat's overall growth in the 1920s and 1930s. With the introduction of the Harry W. Nice Bridge in 1940, Crain Highway, now known as U.S. 301, was transformed from a local road into a

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MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended	Eligibility not recommended
Criteria: <u> </u> A <u> </u> B <u>X</u> C <u> </u> D	Consideration <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u>X</u> F <u> </u> G <u> </u> None
 _____ Reviewer, Office of Preservation Services	 _____ Date
_____ Reviewer, NR Program	_____ Date

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bypass for traffic traveling between Florida and New York.

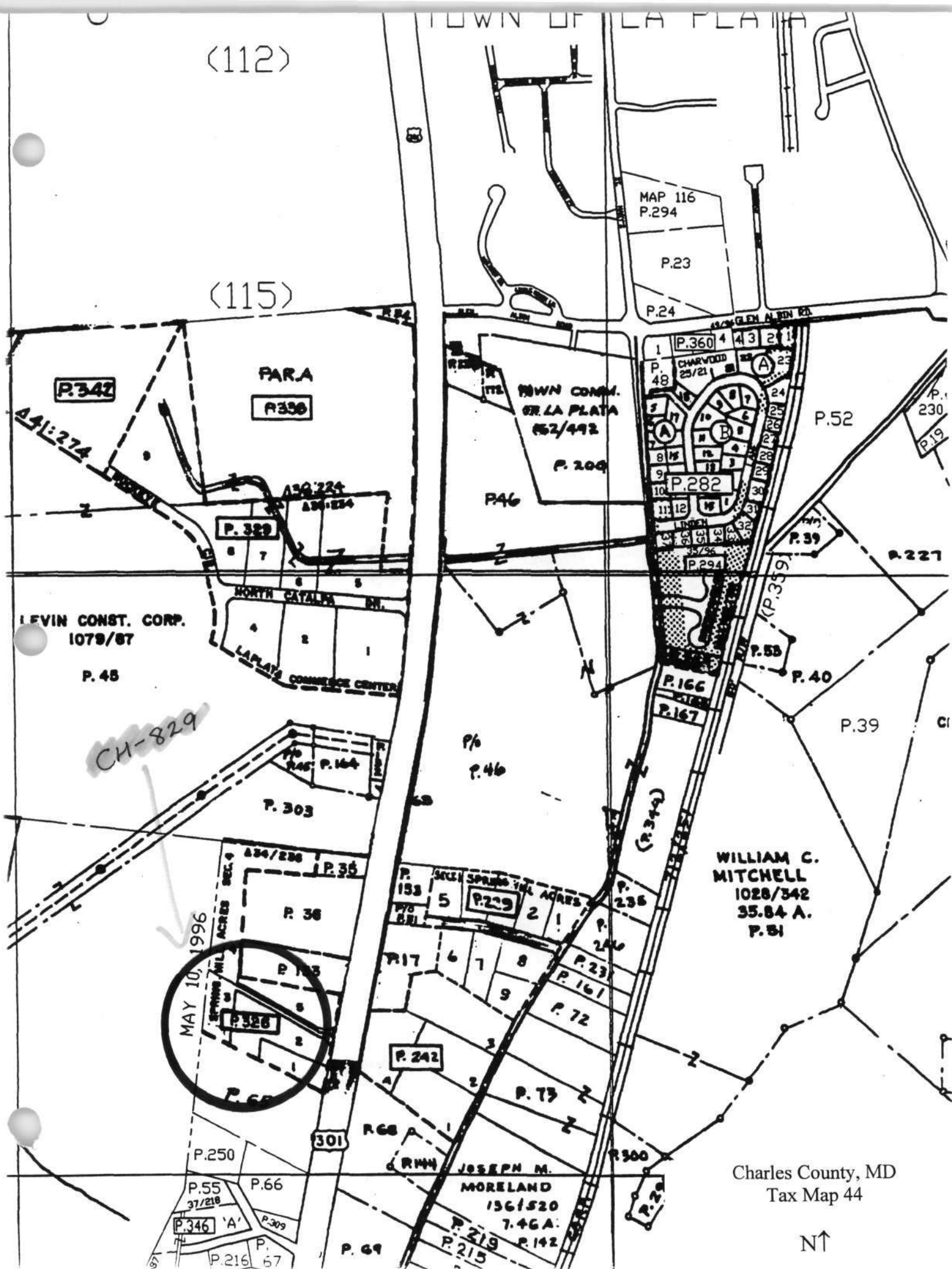
Although Charles County was still primarily rural, by the 1930's, La Plata began to grow significantly because of the development of Crain Highway. Non-agricultural business began to increase around La Plata and the county seat's position within Charles County became economically more diverse. Development, including housing, increased as a result of Crain Highway and the influx of new businesses and investment into the area.

World War II and the increasing dependence upon motor vehicles played a very important role in La Plata's community development. Charles County continued its relative isolation from large-scale residential and commercial development until after Crain Highway was dualized and designated U.S. 301 in the 1960s.

Built circa 1945, this Colonial Revival-style dwelling is not eligible for the National Register. While it is typical of the residential development of La Plata, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

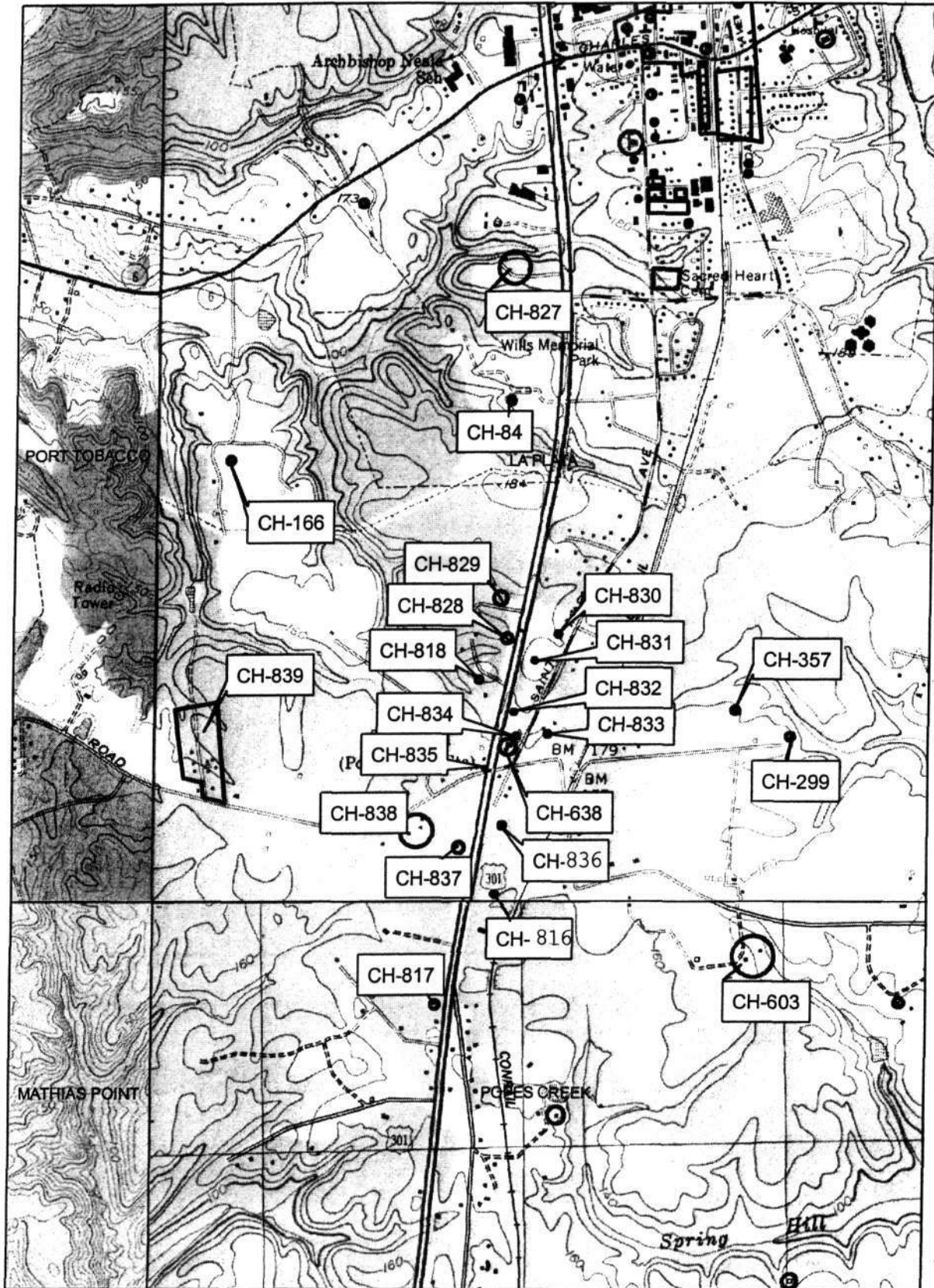
(112)

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Charles County, MD
Tax Map 44

N↑





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9430 Lindsbrooke Place
Charles County, MD

Traceries

June 1999

MD SHPO

View of North Elevation

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